

INDIANA

OCT 8 1950

U. S. POSTAGE
1c PAID
Permit No. 230
INDIANAPOLIS, IND.

The Indiana Teamster

"Serving the Indiana Teamster Movement"

Indianapolis, Indiana, September, 1950

No. 12

VOTE FOR ALEX!

Alex Campbell Endorsed For Senator At Teamsters' Banquet



ANNUAL MEET OF CONFERENCE TALKS POLITICS

Again highlighting the yearly convention of the Indiana State Federation of Labor, the Indiana Conference of Teamsters held its annual banquet September 14 in the Riley Room of the Claypool Hotel, Indianapolis.

Business representatives from practically every teamsters union in Indiana was there and many of them had their wives.

Alex Campbell was the principal speaker and the theme of the banquet was politics, and more particularly:

"If he can beat Capehart we're for him to the limit."

At the speakers table (shown elsewhere Left to Right) were Carl Mullen, president of the ISFL; Hugh Gormley, representing the AFL; John Acker, secretary-treasurer of the ISFL; Albert Evans, general organizer of the International Brotherhood of Teamsters; Mayor Al Feeney, Thomas



Some of the wives of Conference members (left to right): Mrs. Leo Bauer, Mrs. O. B. Chambers, Mrs. Charles Miller, Mrs. C. B. Birdsong and Mrs. E. J. Williams.



The Terre Haute delegation included Jack Reynolds, Bill Conley and their wives.



Ray Fritschler and wife, Mr. and Mrs. Leo Collins and Mr. and Mrs. Ronald Hoppe.

PRES. CHAMBERS PLEDGES VOTE OF CONFERENCE

The Indiana Conference of Teamsters has endorsed Alex Campbell for the United States Senate in the coming election, November 7.

Announcement of the endorsement was made by O. B. Chambers, conference president at the Teamsters' annual banquet in the Claypool Hotel, September 14, at which the Democratic nominee was the principal speaker.

Mr. Chambers said that the conference had met earlier in the day and unanimously decided to give Campbell 100 per cent support in his campaign to defeat Senator Capehart.

In addressing the Teamsters Mr. Campbell was introduced by Pat Hess of the Fort Wayne teamsters who is one of Indiana labor's leading Republicans.

Hess declared he would leave politics out of it this time and support Campbell, "because he is one of the

(Continued on Page 2)

1.88
385t
3, #12

AT SPEAKERS TABLE — Teamster and other AFL leaders and public officials were on the platform to hear Alex Campbell address the annual banquet of the Indiana Conference of Teamsters and explain why he and not Homer Capehart should be our next Senator.



GOVT. MOVING SERVICE BAD, SAYS PROTEST

WASHINGTON—A spokesman for the nation's household goods carriers urged congressional legislation to prevent the government continuing in the business of transporting household goods unless it is proved that government agencies can perform such service at a justifiable saving to the public and that such service is not available within private enterprise.

J. F. Rowan, executive secretary, Household Goods Carriers Conference of the American Trucking Associations, told the Senate Interstate and Foreign Commerce subcommittee on transportation that government abuse of the privilege allowed by the Interstate Commerce Act which provides that a carrier may haul "at reduced rates for the government" was one of the "outstanding reasons for the unsettled economic conditions which prevail today in the field of public transportation."

Mr. Rowan told the committee that "it is not an uncommon practice, especially within the Army to invite and receive as many as 20 bids for the transportation of the household goods of one of its personnel with resulting quotations as much as 50 per cent below lawfully filed tariff rates."

He said the Armed Forces daily engage in such practices on a nation-wide basis with the explanation that these "supposed economies are necessary under reduced appropriations."

He charged that any saving effected is wiped out "by the red tape cost of such procedures."

Mr. Rowan pointed out to the committee that "thousands of Army and Navy officers have learned through bitter experience that while the government may have saved pennies, they have suffered individual losses because of the resultant poor and irresponsible service."

New Terminal For Evansville

EVANSVILLE — Members of the Chauffeurs, Teamsters and Helpers Local No. 215, many of whom are drivers for the Hancock Truck Lines, are interested in the purchase by that company of the old American Fork and Hoe Company plant at 1901 West Maryland St.

The American Fork and Hoe plant contains 105,000 square feet of floor space and will enable the Hancock company to consolidate all its activities. At present offices and warehouse space are in the Mead Johnson terminal, while the garage is at 504 North Riverside Drive.

The American Fork and Hoe plant which Hancock is taking over has been vacant since early in 1949 when the American Fork and Hoe Company ended its tool-making operations here and transferred these activities to the parent plant at Charleston, W. Va. Its employees were members of the Machinists Local 1231.

In addition to the buildings several acres of ground are included in the transaction which the Hancock company can use for parking trucks and trailers.

Oranges, Once Xmas Luxury Now Common, Thanks to Trucks

A frequently heard charge in the transportation field these days is that the trucking industry is diverting a substantial tonnage of freight from the railroads, accounting at least in part for the latter's alleged financial difficulties. It is perfectly obvious the total tonnage moving by truck has grown tremendously in the last three decades, but little, if any, of it can actually be called "diverted" freight.

Much of it exists only because truck transportation is available to move it. This "created" traffic was developed when the processors found that truck service could open vast untouched markets which could not be reached economically by any other transportation service. The end result has been a tremendous improvement in the standard of living all over the country—in the most remote rural areas, as well as in the big metropolitan centers.

An excellent example of "created" traffic which has benefited the smaller less thickly populated areas is the development of the citrus fruit industry. Most of us can recall the days when oranges were a Christmas stocking luxury, but today oranges are available all the year 'round because trucks can take less-than-carload shipments economically, quickly and direct to small-lot buyers. The store owners, who could not afford a carload or provide that much storage space, or even sell that many oranges fast enough to avoid a huge loss from spoilage, now can get small shipments as often as they need them and at prices they can afford.

In any event, top railroad executives have discredited the theory by using over-all statistics showing the proportion of total ton-miles of inter-city traffic moved by truck had increased only 0.6 per cent since 1940.

William T. Farley, president of the Association of American Railroads, said recently the truck's proportion went down from 8.4 per cent in 1940 to 4.6 per cent in 1944 because of war-time restrictions. Since the end of the war, he added, "motor truck freight—including private and contract haulers as well as common carriers—has done little more in the past four years than to regain the relative position it held prior to the war."

Highway Samaritans!



Though trucks make up only 18 per cent of the total number of vehicles on the highway, they pay approximately a third of all highway use taxes, so that they actually do pay more than their share to bring all America the foodstuffs, clothing, medicines and commodities which make living in the United States the most desirable in the world. Trucks pay off in assistance and courtesy, too. Drivers are schooled in courtesy, trained to meet emergencies and always can be counted on to help a fellow on his way. If it weren't for the trucks, the average motorist would pay many times his annual bill for highway use, including expanded charges for licensing, gasoline taxes, etc.

Truckers Ready For World War

John V. Lawrence, managing director of the American Trucking Associations, Inc., says that the trucking industry's rehabilitation of its fleet since World War II has now reached a point where it can move twice as much freight as it moved during the peak war years of 1943 and 1944.

In a prepared statement, Mr. Lawrence said the industry now is operating approximately 8,000,000 trucks, compared with 4,480,000 in 1948, and that "many of our older, prewar vehicles have been replaced with the most modern vehicles available" since the end of the war.

"In a full-scale mobilization of our country for war," he said, "the trucking industry could move at least twice the volume of freight that it moved during the peak war years of 1943 and 1944, given the manpower and materials to maintain operations at current levels or better."

Mr. Lawrence said the trucking industry's growth in the postwar period is the direct result of a demand by shippers and traffic managers for the direct and flexible transportation service that motor trucks can perform, combined with a tremendous increase in production throughout the country.

Local 603, Milk Wagon Drivers and Inside Dairy Workers, International Brotherhood of Teamsters, has signed 27 dairies and 12 ice cream manufacturers in St. Louis to a four-year contract which calls for an immediate hourly wage boost and annual wage increases. Included in the contract is a welfare and pension plan.



JAMES KATZ

Teamsters Vote 100% Support For Campbell

(Continued from Page 1)

cleanest men I have ever known in my life. I have known Alex from the time he was a shaver, have seen him grow through various stages of his life to date and his every act has been on the level."

Compliments were exchanged when Campbell, addressing the Teamsters, declared that everything he knew about labor and its problems "from start to finish" he had learned from Pat Hess.

Campbell declared that no organization in America has so consistently maintained itself as a bulwark against subversive forces as the AFL. He said:

"Gompers knew from his own bitter experience that revolutionary movements directed from both here and abroad would constantly attempt to take over and use the trade union movement for their own ulterior purposes."

"The continuing success of the AFL in preventing such infiltration since the death of Gompers in 1924 is a tribute to the early spiritual guidance which Gompers gave your movement."

Campbell said he was assured that laboring men and women will elect to the Congress men who will again place on the statute books laws that will protect rather than restrict free collective bargaining in this country.

WE HAVE
THE VOTES
LET'S
USE
THEM

The Indiana Teamster
Office of Publication, 28 West North St.
Indianapolis 4, Indiana

Published monthly under the sponsorship of the INDIANA CONFERENCE OF TEAMSTERS.

Postmaster: Please send mailing changes to Lambert Mailing Co., 225 North New Jersey St., Indianapolis, Ind.

Entered as second-class matter, January 27, 1942, at the post office at Indianapolis, Indiana, under the act of August 24, 1912.

OFFICERS
G. B. Chambers, President
Charles Miller, Vice-President
C. B. Birdsong, Secretary-Treasurer
Leo Bauer, Recording Secretary

TRUSTEES
D. E. Mahoney S. W. Helton
E. J. Radke

EDITOR: Scott Armstrong

One year in advance \$1.00
Six months in advance \$0.50
Bundle copies (10-copy minimum) \$0.15

Vol. IX No. 12





Robert Vail High Man on Safety List

Robert Vail is high man this month in the Aero Mayflower Co.'s list of safest drivers. Vail is credited with completing seven years and 397,784 miles without a chargeable accident.

Others on the multiple application for no-accident awards forwarded by R. J. Magnus, company safety director, to the American Trucking Associations, include Wendell McMinn and Paul Walker, five years each.

Clifford C. Dennis, four years. Eugene A. Trombley, John S. Madge and Willard M. Lah, three years.

Robert E. Atnip, Cecil W. Pickling, Alvin F. Robinson, Frances Snediker, Preston J. Wells, Charles W. Wheeler, James J. Wolf and Louis E. Wunderlich, two years.

William Bard, Henry M. Blaine, Robert C. Burns, Kenneth P. Finney, Kenneth Marks, Albert McDonald, Joseph B. Rawlings, Jr., and Paul L. Selby, one year.

GEORGE DUGGER
Trustee 188

45,000,000 Cars Counted in U. S.

Nearly 45,000,000 private and publicly-owned automobiles and commercial vehicles were registered in the United States in 1949, says the Bureau of Public Roads.

The actual count was 44,670,588 motor vehicles, an increase of 3.6 per cent over the 1948 registration of 41,187,018.

Passenger car registrations, totalling 36,292,708, showed the greatest gain—3.2 per cent over 1948. Private commercial vehicle registrations, including trucks and buses, rose from 7,359,978 in 1948 to a total of 7,827,540 last year, an increase of 6.4 per cent.



Building Trades Elect Officers At Evansville

EVANSVILLE — The Indiana Building and Construction Trades Council in annual convention here, re-elected most of its officers, including Charles W. Kern, president. George B. Campbell of the South Bend Teamster was re-elected a vice-president.

The convention was called to order Saturday morning, August 26, by Clyde B. Birdsong, of Teamsters 215, president of the Evansville Building and Construction Trades Council. Mr. Birdsong also was a member of the publicity committee.

The two-day convention, held at the Central Labor Union hall, was attended by 187 delegates. Six resolutions were adopted.

Three dealt with the practice of state institutions, particularly prisons and reformatories, of using inmate labor instead of free labor on construction and maintenance work.

Another resolution endorsed the present state law governing safety on building projects and recommended that it be strengthened. The resolution also called for men experienced with building to act as enforcement officers.

Improvement in the Social Security law, particularly the provision enabling public employees to obtain coverage was the subject of the fifth resolution. The sixth resolution, presented by the Laborers District Council, called on the legislature to enact a law protecting men working under compressed air.

American Truck Drivers Best Paid In World

The average American truck driver is a solid citizen who enjoys better living and working conditions than truck drivers in other countries, according to Fleet Owner, a McGraw-Hill publication.

A 16-page article entitled, "The Truck Driver Around the World," in the July issue, reveals that American truck drivers not only earn more take-home pay but also have more left over, after paying for food and shelter, self-improvement, recreation and things that in other countries are mostly luxuries the truck drivers can't afford.

To get these facts, McGraw-Hill news bureaus interviewed average truck drivers in 13 foreign countries.

American truck drivers work-week of 40 hours compares with 84 in Germany, 86, in Italy, 88 in Mexico and Sweden, 48.5 in Australia, 52.4 in Japan and 62.5 in Great Britain.

What's left of weekly pay after food, shelter and taxes compares with the American truck driver's \$38.31 as follows: Australia, 19.88; Mexico, 20.34; Great Britain, 9.04; Holland, 4.20; Italy, 1.60; Japan, 2.17.

"You can't escape the facts," says Editor Leon F. Banigan. "The American truck driver lives better because he enjoys the dignity of a free individual—the right to bargain collectively with his employer—under a government of his own choosing, dedicated to the principles of freedom and fair play for everyone."

Up to Date with Local No. 188

By CLARA WILHELM

Congratulations are in order for Brother Clancy Lawson, our steward at Kroger Dairy. He has recently been awarded a 20-year pin for service with that company. This we learned from one of the executives of Kroger, to whom we happened to be talking, while Brother Lawson was on his vacation. He spoke very highly of Brother Lawson, and we know this praise is much deserved.

Also we just learned that Brother Harry Denneman and wife celebrated their 18th wedding anniversary. To brother Denneman and Mrs. Denneman we extend our congratulations for many more years of wedded bliss. That is a record to be proud of.

Brother C. R. Kinnaman is vacationing. He will spend part of his two weeks visiting his parents at Washington, Ind.

President C. E. Davis was scheduled for a two-weeks' vacation during September, but so many meetings of importance came up, that he spent almost each evening and many afternoons attending meetings, during his vacation. Some vacation! Never a dull moment in a union office.

Brother George Dugger, one of our trustees, lost his mother recently. George drove down to Bicknell early on a Sunday morning and brought Mrs. Dugger, his mother, back that day for a little vacation. Upon their arrival at George's home, his mother, his wife and George visited and finally retired for the night. About midnight they were awakened by a thud, and upon investigating found that Mrs. Dugger, Sr., had suffered a heart attack and had fallen. Before a doctor arrived, she had died. This was indeed a shock, and we extend sincere sympathy to Brother Dugger and his family.

We have a new steward at Purity in the person of Brother Homer Eder, succeeding Brother Harold Shepherd, who left the company. Brother Eder is doing a good job and we wish him luck.

We also have a new steward in the wholesale division at General Baking. He is Brother Joseph Waggoner, replacing Chas. Whitteman, who has resigned as steward for personal reasons.

On August 8, Mrs. George Hamilton died as a result of burns suffered in her apartment on July 10. Mrs. Hamilton was the wife of Brother Hamilton, a Borden Co. employee. We extend our deepest sympathies to the family.

Brother Chas. Veneman of Excelsior Laundry underwent surgery at Methodist Hospital recently.

Brother Harry Snyder, who was injured while on duty at Fashion Cleaners, is still on the sick list. He has undergone surgery and is now convalescing at home. It will be some time before he will be up to par. We wish him a speedy recovery, and also Brother Veneman.

In our little bambino department, the fair sex outnumbered the boys this issue.

At the home of Mr. and Mrs. Mike Moran at Brownsburg, Ind., it was a girl. Brother Moran is a General Baking Co. routeman.

Mrs. Frances Bornman presented Brother Bornman, who is a National Biscuit Co. employee, with a baby girl.

Mr. and Mrs. Edward Luedeman are the very proud parents of twin girls. Brother Luedeman is employed at the Swiss Cleaners.

It was a boy at St. Francis Hospital for the Schencks. Brother Thos. Schenck is a General Baking Co. routeman, and to him and Mrs. Schenck we offer our congratulations.

Also a boy at the home of Mr. and Mrs. Donald Parks. Brother Parks is a National Biscuit Co. employee.

At the home of Mr. and Mrs. Kenneth Darnell, of Rushville, it was a boy. Brother Darnell is an Omar routeman.

To all these new parents, Local No. 188 wishes the best of luck.

WHO OWNS THE TRUCKING INDUSTRY?

Eighty per cent of Indiana's trucks are owned by private carriers hauling their own products. These owners are farmers, dairies, bakeries, laundries, stores, oil companies, dry cleaners, or any of the little or big businesses you can think of which own and operate their own trucks.

Four per cent of the trucks in the state are owned by the Federal, state, county and municipal governments.

Sixteen per cent of the trucks are owned by the "for hire" trucking industry. These are the trucks which move your household goods, carry raw materials to manufacturers and the finished product to the consumer. You can hire them to transport almost anything you can think of within your city, to the next city, or all the way across the country.

Annual Conference Talks Politics

(Continued from Page 1)

Hutson, State Labor Commissioner and Mrs. Hutson; Alex Campbell, O. B. Chambers, Conference president; Charles Fleming, secretary of state and Mrs. Fleming; Charles Miller, Conference vice-president; Clyde Birdsong, Conference secretary-treasurer; E. J. Williams of Teamsters Local 135, Indianapolis; Pat Hess, Fort Wayne, 414; D. E. Maheen, Muncie, 369 and Leo Bauer, recording secretary of state and Mrs. Bauer, of the Conference.

TEAMSTERS AT BANQUET



Top—Everett Davis, his wife and others of Local 188, Indianapolis.

Middle—Muncie 300 boys in mourning.

Bottom—Herman LaMaster of Columbus 644 (left) and Elmer Nolan, Clinton 73 (right), and others at this table are for Alex.

Mike Angel of 215 is Hardest Working Man at ISFL Convention

The hardest working man at annual conventions of the Indiana State Federation of Labor for the last several years has been Mike Angel of the Evansville Teamsters.

And so it was again this year at the 65th session. As chairman of the Credentials committee, Mike sat at a typewriter on the mezzanine floor at the Claypool from early till late, filling in cards and the like, selling subscriptions to THE LEADER, answering questions, etc.

Other teamsters who served on convention committees included:

Pat Hess, Fort Wayne, Appeals and Grievances, chairman.

Lloyd Rhoads, Evansville, Officers Report, chairman.

C. E. Davis, Indianapolis (188) Organization.

Lee Lantz, Peru (759) and Elmer Nolan, Clinton, Law.

O. B. Chambers, Kokomo, Legislation.

Charles Miller, Vincennes and Glen Rabanus, Lafayette, Political Action.

C. B. Birdsong, Evansville and Charles Newman-Hammond, Governor's Reception.

George B. Campbell, South Bend, Union Labels.

Leo Bauer, Indianapolis (233), Walter E. Biggs, South Bend and Jack Reynolds, Terre Haute, Education.

Miller's Local Wins Wage Hike

VINCENNES—Teamsters Local No. 417 of this city has just concluded a new agreement with the Central Fibre Products Co., giving substantial pay increases and fringe conditions to employees of the shipping and receiving departments. Charles Miller, business representative of the local, signed for the local, the effective date being September 8. The contract is for one year.

New Medal for Viking Driver

An award for 17 years of "safe driving" for the Viking Freight Lines has been presented to Luther Anderson, R. R. 1, Box 828.

A truck driver 25 years, he now has practically a collection of safety medals for his no-accident record. He previously drove for McDonald Freight Lines.

Mountain Hermit Tells Swede How to Be Happy Though Married

By SWEDE CARLBOOM

On a sunny summer day I delivered a vanload of household goods at the quaint town of Waynesville, N. C., and inquired about the best road to Greensville, S. C. I was told to take the road over Wagon Road Gap, a steep climb of 4,500 feet through the Pisgah Mountains. The landscape at the Gap was very wild, but strikingly beautiful with deep canyon streams and waterfalls.

I locked my van and took off through the crags, up the crooked path, into the mountains. After a good hour's climb I came upon a clearing. Facing me was a mountain wall with a wide ledge about 15 feet up. Behind the ledge I saw a cave opening. For a minute I stood there and just looked.

I heard a stir above the ledge. Through the cave opening came a figure of a man—a hermit. His appearance was like I had always pictured a hermit to be—long, unruly hair; wild tousled whiskers and tattered remnants for clothes. He walked to the edge of the ledge.

A clap of thunder rang through the mountains and large raindrops came hurtling down. There was a rustling among the leaves.

"Come up and out of the rain. There are steps in the rock over by the gnarled pine," said the hermit, pointing to the far end of the ledge. After scrambling up the side, he ushered me into his cave.

"Sit down!" he commanded and then rushed over to a fireplace to turn a spit with some squirrel meat on it. The cave was very roomy and furnished with rustic chairs and a table. The floor was covered with a layer of pine branches. In the far corner was a cot with patchy bed quilts. He fished a lit pine-knot out of the fire and placed it in a natural niche in the wall. It lit up the cave.

"How long have you lived here?" I asked.

"Nigh on thirty-five years," said he.

"What brought you away from the outside world?" I asked boldly.

He gave me a long look. Then blurted "It was a woman!"

"IT WAS A WOMAN!"

Slowly he began to relate how he was brought up by his grandmother at Bacon's Ferry in a one-room cabin and how his granny told him, at 18, to find himself a helpmeet. How he scrambled over the mountain crags to the other side and proposed to Will Huggins' niece—Lee Ann. Will Huggins said he was glad Lem came and got Lee Ann, as she was eternally pestering him to buy her shoes. He brought her back to his granny who gave Lee Ann—dressed in tattered short skirt, sleeveless blouse—her blessin. Lem made her a pair of shoes by cutting soles out of an old leather suitcase and topped them with burlap, sewing on blue buttons from granny's old dress and stitched the buttonholes with horsehair.

Granny's old dress was whacked off around Lee Ann's knees and a blouse was made from a curtain piece, with large red polka dots, left over when the mountain folks went together and made curtains for Preacher Wilkins' Assembly Chapel. Granny made a jacket from a worn out horse blanket and hemmed it with red wool yarn. Lee Ann's hair was carded out, using sewing machine oil to keep it in place. With granny's yellow silk scarf tied turban-fashion, Lee Ann looked nifty.

They betook themselves to Preacher Wilkins. The Preacher, when he saw Lee Ann's blouse, looked around to see if any of his curtains were missing and, finding them all there, tied the knot, and Lem parted with a quarter as marrying fee.

They went on a honeymoon trip, mule-back, to Marysville. There they feasted on gingersnaps, Hershey bars and soda water. Lee Ann was amazed at the pretty things in the store windows. She looked at her own burlap-top shoes and when some girls snickered she felt embarrassed and asked Lem to take her back home.

The days that followed became a nightmare for Lem. Lee Ann demanded some of the things she had seen at Marysville. Lem was forced to cut a cord of wood, which almost killed him, and drag it to Perkins General Store for two dollars and give the money to Lee Ann.

Granny said she never saw such extravagance. That same day Lee Ann took off on mule-back for Marysville. A week passed and no Lee Ann nor mule showed up. The rural mailman told Lem that for two brown hens he would insert and pay for a "lost" ad in the Bacon's Ferry Morning Glory. Granny suggested that the finder of the mule could keep Lee Ann, wife of Lem, as a reward. Two days later Handsome Hank, son of Bear Creek Buckley, arrived with the mule and said he had found them both and would keep Lee Ann if Lem gave him a peck of black-eyed peas so he could feed her. Lem consented and felt relieved when Hank walked off.

A few months later Granny passed away and Lem found himself very much alone. When he sat on the porch, all he saw was the mule standing on the porch. It became very monotonous and Lem longed for a companion. Maybe Hank would trade Lee Ann back for a sack of turnips. That afternoon Lem betook himself to Bear Creek, a sack of turnips on his back. He found Hank and Lee Ann hoeing the garden patch. Hank was quite ambitious and kept his place in order.

"I came," said Lem, "to trade Lee Ann back for these turnips."

Hank said Lee Ann was worth more than a sack of year-old turnips and asked Lem if he had anything else of value. Lem could throw in an old wheelbarrow—the one with the handles gone. That made Lee Ann mad. She was worth more than a sack of turnips and wheelbarrow.

"Besides," she said, "I don't care to go back to you. Hank feeds me well and has gotten me store-boughten shoes, dress and bonnet."

Hank suggested Lem should trade his mule for Lee Ann. Lem thought a while. Since Granny passed away he really had no use for the mule as she was the only one who had used the mule for plowing the corn strip. So Lem agreed. Lee Ann came the following day. She flung herself on the mule's back and took off saying she would be back later. Days passed and no Lee Ann. Lem knew he had been tricked so he slung his old Winchester over his shoulder and betook himself to Bear Creek. At the gate, he saw Hank and Lee Ann on the porch.

"I came," said Lem, "to fetch Lee Ann back."

"Come and get her!" yelled Hank and fired a shot that knocked Lem's hat off. Lem advanced a few steps and another shot whistled close to his ear. He stopped in his tracks.

"Well," hollered Lee Ann, "get that Winchester off your shoulder. If you want me I am worth shooting over."

Lem hesitated. Then he turned, picked up his hat and walked toward the gate. Hank and Lee Ann burst out laughing. On his way through the pasture, Lem saw his mule grazing by the fence. The mule looked up, opened his mouth wide and gave Lem the old "hee-haw." That was humiliating! To be laughed at by humans and animals alike was more than he could bear. Back in his cabin he decided to take off for the woods—never to put trust or confidence in any human being, not even a mule.

"And here, I am very happy and contented," he said.

With the marriage fee of two bits, the trip to Marysville, two bucks for a cord of wood and two brown hens, etc., Lem's married life cost \$3.65 and one mule.

And for this 25 years of wedded bliss!

